

Message

From: Si Kinsella: Ex. 6 Personal Privacy (PP)
Sent: 12/8/2021 9:27:44 PM
To: Si Kinsella: Ex. 6 Personal Privacy (PP)
Subject: CLOSED- Montauk Hwy, No Through Traffic
Attachments: CLOSED- Wainscott NW Rd (Breadzilla), DETOUR.jpg; CLOSED- Wainscott NW Rd (Post Office), DETOUR.jpg; CLOSED- Wainscott Stone Rd, DETOUR.jpg; CLOSED- MONTAUK HWY & WAINSCOTT NW RD CROSSING.jpg; CLOSED- Stephen Hands Path, DETOUR.jpg; CLOSED- Daniel's Hole Rd, DETOUR.jpg; ALL MONTAUK HWY via Farm Stand.jpg; Appendix D - MPT Plans, LEGENDS (p 3-4).pdf; Appendix D - MPT Plans, ABBREVIATIONS (p 2).pdf

Importance: High

Dear Town Residents,

On Monday (Dec 6), Beach Lane was completely closed off. All residents of Beach Lane were denied access to their homes, and the public was denied access to the beach. Contractors closed-off Beach Lane at Wainscott Main Street to move a section of water pipe for South Fork Wind.

South Fork Wind and the Town have reassured us that roads will remain open. Not. Supervisor Van Scoyoc and Councilwoman Overby will most likely say that it wasn't South Fork Wind but a contractor. Still, the contractor was preparing for South Fork Wind, and if it weren't for South Fork Wind, the water pipes would not require moving.

Next month, South Fork Wind plans to dig up Wainscott, but not so that it can bury water pipes. It plans to build underground vaults the size of forty-foot shipping containers and install duct banks for high-voltage transmission cables for four miles. To do this, South Fork Wind plans to close off many roadways and divert traffic through local residential streets – including plans to shut down Montauk Highway and redirect traffic via the Wainscott School when children are playing in the schoolyard. Traffic will be gridlocked. (See the file "CLOSED- MONTAUK HWY" attached).

South Fork Wind's plans (see screenshots of files attached) were made available to the Wainscott Citizens' Advisory Committee (WCAC) on April 22, 2021. The WCAC Chair even notified committee members that the documents were available. So why have these road closures, including Montauk Hwy, not been the subject of detailed discussion at a WCAC meeting? Why has the WCAC leadership kept residents in the dark about such extensive road closures and consequential traffic jams? This is another example (and not the most serious) where the WCAC has suppressed information on South Fork Wind. It also provides greater insight into why it has banned me (and no one else) from using slides.

At South Fork Wind's not-so-open house, it told us that the "caravan" of heavy earth moving equipment will progress "100 feet per day." At that rate, it would take approximately four hundred (400) calendar days to complete construction (see note 1 below). South Fork Wind and the Town claim that work will cease from June 1 to September 30. In the unlikely event that is true, it will still take two years of construction. Now, again, look at those road closures.

South Fork Wind is one wind farm (of 130 megawatts), but there is an area of ocean between Montauk Point and Nantucket currently under lease to offshore wind developers enough for 12 gigawatts. South Fork Wind represents just 1%. If South Fork Wind secures the beach at Beach Lane, LIPA plans to sell that power into the New York energy market. It won't be long before South Fork Wind sells the extra built-in capacity (for the *other* submarine cable), which will also mean another much larger substation. Given that it is state policy to use existing right-of-way, another offshore wind developer will soon propose building another underground transmission system (on the western side of Beach Lane) for two more submarine cables and substations). If South Fork Wind is permitted, there is nothing to stop 90 megawatts from becoming 1 gigawatt. It is important to remember that Beach Lane would be LIPA's *only* landing site for offshore wind and that LIPA is currently planning a 345-kilovolt transmission backbone to sell offshore wind energy into other markets, all via Beach Lane. There is no doubt that the Town has marked Wainscott for industrial development that involved constructions, trucks, traffic, repairs, maintenance specialists, and road closures for years.

Sincerely yours,
Si Kinsella

Note 1 – The onshore construction corridor is 4.1 miles long (21,648 feet), which is equal to 216.5 construction days. After adding public holidays (10), rain days (70), delays (10 days), and weekends (88 days), the total length of time is somewhere around 400 calendar days.

Simon V. Kinsella

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